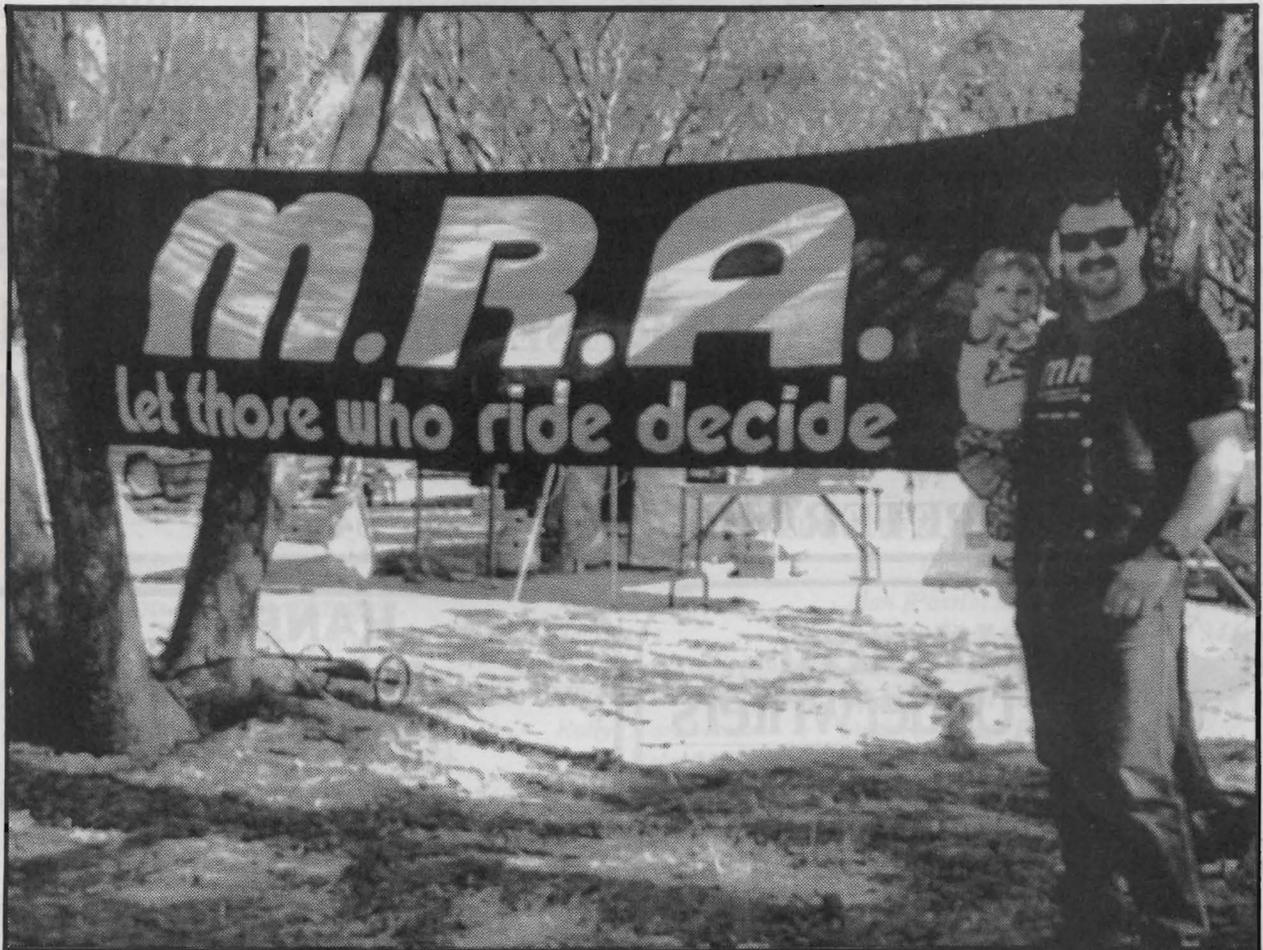


CENTRE STAND

MARCH 1995



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INCORPORATED
PRINT POST APPROVAL PUBLICATION NO. PP: 530028/00014

INSIDE:

VALE - DOUG STRAHAN	FOR SALE
LETTERS	TOY RUN REPORT
AMC REPORT	4B'S REPORT
MONEY MATTERS	RALLY NEWS

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VOL. 11 NO.2
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Rally 1994 - David Vaselli**

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and December**

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Australian Motorcycle Council (AMC)**

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EDITORIAL

As bikers we are always aware of that split second of timing which sometimes makes the difference between making it home or becoming a statistic. It is easy to believe that it is always a lack of skill or extra risk taking or sheer stupidity which puts someone on the wrong side of the split second. Doug Strahan, late President of the South East Register of the MRA SA, belies that notion. He was an experienced rider, familiar with his machine and the road. His death shows us that we should all be ever vigilant as it does not have to be us that makes the wrong move or has the wrong attitude to put us on page 3 of the Advertiser.

Ride Safe Harald

MRA SA NOTES

STATE CONFERENCE

- The 1995 State Conference of the MRA SA will be held on Saturday April 8 beginning at 12 noon. It will be hosted this year by the Mid North Register and will take place in the home of Greg Stevens, Secretary of the Mid North Register. This is just outside of Snowtown which is 143 km north of Adelaide. So if you are interested in a bit of a ride that day and want to become more informed about what the Association is doing and what it plans to do then give Harald a call and he will send you some more details.

THE GREAT ESCAPE RALLY II

- Don't forget, the MRA Rally will be on again on the Anzac Weekend, April 21-23, again at last year's site at Marrabel, from Friday night to Sunday morning. We promise that the food will be better (can we really better last year's fare?) and cheaper. Yes, for those who keep asking, we will once again have donuts. Only 100 badges will be struck, so don't miss out. See you there.

AMC REPRESENTATION IN EUROPE

- Representative to the Technical Liaison Group for the Australian Motorcycle Council, Cameron Jamieson, headed overseas in February with a view to representing the AMC while there. Cameron has been meeting and exchanging ideas with the premier motorcycling organisation in England, the British Motorcycling Federation, as well as talking to the British equivalent of FORS and the NRTC. Considering the tendency for Australian regulations and laws to follow British and European precedents, the meetings will have proven invaluable to the AMC in promoting a healthy exchange of information and ideas about motorcycle lobbying and future trends.

1995 TOY RUN POSTER

- We are currently designing the 1995 Toy Run Poster and need a suitable photograph from the 1994 Toy Run to use on it. If you feel that you have a colour photo or slide of the Run or the day which you feel may fit the bill then send it in to us for a look. All contributions will be returned and will be acknowledged on the poster.

CHANNEL 9 DISAPPOINTS FANS

- Great isn't it. Australia's one day of the year for a great sit down afternoon of four hours of motorcycling viewing and having to share it with the Sheffield Shield competition. I'm talking of course, about us missing out on a full coverage of the Eastern Creek Grand Prix. Sure, we got to see the races, but missed out on the interviews, pit coverage etc. To those of us who can't go, this is a way to share in the race excitement. If it hadn't have rained as it did the race coverage would have been a washout instead. So if you're as pissed off with the insensitive programming as your Editor is, then ring or write in to Channel 9 and tell them what you think of their last minute changes. After all, the cricket match was hardly a last minute event. Channel 9, 202 Tynte Street North Adelaide 5006 (08) 267 0111 Fax: (08) 267 3996

NEW SAFETY PRODUCT MARKETED

- A reflective coating which intensifies light directed upon it is now on the market in Australia. Known as "Flashback", the transparent film, developed by NASA for reflecting laser beams, can be used on bikes, protective gear, helmets, road signs and markers as well as anything else which could be painted on. Interstate print media have been highlighting the problems which this product could cause for the police and revenue collection from speeding motorists. It makes a treated number plate unidentifiable to cameras which use flash units by overexposing the negative. Small wonder then that it is illegal to use it on number plates. At the same time one source has noted that it is extremely difficult to tell if it has been used. What will they think of next?

SAFETY FARCED

- It appears that some local councils are incorrectly installing guard railing and fencing (ie Armco & W-beam), either in ignorance or using them inappropriately. This was brought up as an issue at a recent MRA meeting. By being incorrectly installed these safety features actually become a hazard and we would like to know about it. Contact Centrestand if you are aware of any situation and we will follow it up.

PRESIDENT'S REPORT

This is the time of year when we look forward to making happen all the things which we have planned for the year. We have already had one Run, with more planned, the Toy Run Committee has started to meet, the State Conference is on the way and so is the Great Escape Rally Mark II, we will continue with the Blood Runs every three months, our 4Bs will be visiting downed bikers in hospital, our AMC Rep will be repping and we will be having about three meetings every month and this is all for starters.

All the things we do originally started off as ideas from members which were developed into actions and with the support of other members became realities.

What it comes down to is that we will do whatever you think we ought to do if collectively, as a committee, we feel it is a worthwhile idea, we have the funds to support it and we have the person power available and committed to make it happen. So dust off your ideas and bring them along to the next meeting.

Some of the things which have happened to me recently which stick in my mind - being cut off by blind drivers twice in less than twenty minutes on the way to work, this said volumes for how the day was going to continue; I put my foot down on a patch of oil when I stopped a traffic light - had instantaneous images of the BM crushing my leg until I managed to wrestle it back upright; I received a personal invitation to join the BMW Owners Club - a card stuck on my bike. Thanks Gerd, another day when I'm not so strapped for time I'll consider it.

The Toy Run was a great success in terms of organisation, toys received, everyone had a good time and we went home happy with job well done. I won't repeat the report elsewhere in the mag but suffice it to say that our sponsors and trade contributors are all very happy with the membership's and the public's response to the Toy Run, especially up at the Oval.

We have been selecting stalls and displays which we think you would enjoy and would like an opportunity to find out from you what else we could present. So ring or write in and let us know.

I want to take the time here to encourage you to join myself and the rest of the Committee on The 1995 Great Escape Rally. The weekend starts on Friday night (21 April) and goes on till Sunday morning.

The rally is a way we have of getting together with our members, particularly those who aren't able to get along to meetings. We on the Committee always look forward to meeting our members and this is a fairly informal way to do it. The pace of the weekend is pretty relaxed and we have a lot of fun and even more laughs. The weekend will be fully catered for at reasonable prices and is a suitable venue to bring your family along if you want to. If you don't want to pitch a tent then we will probably be able to find room for you in the Committee tent.

Marrabel is only about one and a half hours ride from Adelaide if you don't have the time to stay for the weekend then pay us a visit on Saturday any time. The instructions are on the Rally page. See you there!

Ride Safe, Harald

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VALE - DOUG STRAHAN

Early in January 1995 Doug Strahan, the recently elected President of the South East Register of the MRA SA, was killed when he and his motorcycle collided with a semi-trailer. His pillion also died. Doug loved motorcycling and in many ways epitomised the "Live To Ride - Ride To Live" motto through his activities and his associations. An active person in his community he will be missed by those who knew him. Some of his colleagues pay their tributes here.

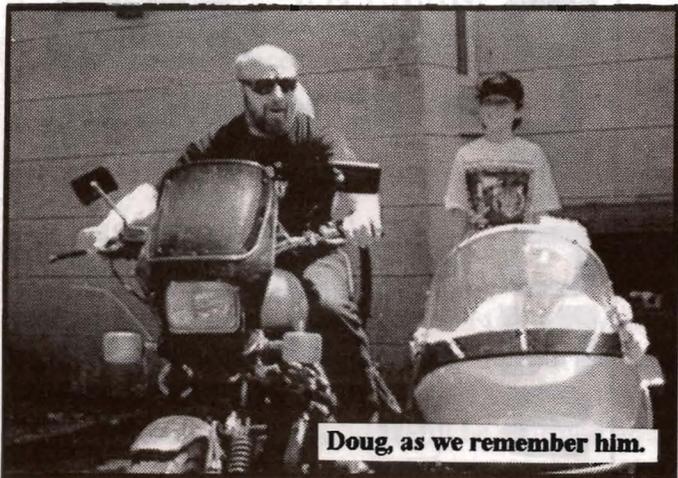
Allan & Erica Masters - Millicent

The South East Register mourns our leader; a man whose motto was LET'S DO IT! Sadly, his short term in office was only enough to make a start on his plans to get things moving.

Doug was an action man, served in service clubs (not only the MRA), kept in contact with his family and friends all over the country, meeting new people and amidst all this, riding his motorcycles and still finding time to work.

His death was pure bad luck, wrong time, wrong place, the only consolation being that until the last moment, he was involved in his favourite activity - riding.

We can hope to carry on as much of his initiatives and ideals as we can.



Doug, as we remember him.

Vicki Eales - SE Register

When I answered the phone one evening last March, a cheerful, friendly voice was on the other end. He introduced himself as Doug Strahan. He was enquiring about the South East MRA. How many members we have, how often, when and where we hold our meetings etc? and said he was interested in joining in. He talked for about half an hour, then said goodbye. I never thought a lot more about it as I often get calls or enquiries, but seldom did the people actually come to a meeting.

A couple of weeks later we were about to start our meeting and I was in the middle of telling the members about the phone call, when sure enough in came this very friendly and certainly not shy person. From that moment on he was involved in every meeting, run or any other occasions with which the MRA was involved.

At the meetings he would put forward several suggestions to try and increase memberships and encourage people to join in our runs. If there was a working bee for any reason, he was there. He had a favourite saying "Let's not just talk about it, let's do it". One thing in particular he wanted to do and that was to go on the Adelaide Toy run, which he did get to go on in 1994. He had been involved with the MRA in Tasmania and was trying to pass on some of their successful ideas to us.

When it came time for our AGM, I had already decided to stand down as President, at least for this year and I felt confident that he would be the ideal person to take over. He was more than willing and even though he was our President for only a short time, I think that the results of our Toy Run proved to those of us with any doubts that he was a capable President. Nobody could have put in more time and effort into the club in that short time.

I didn't know him for a long time, but I got to know him well. He was a dedicated bike rider and I think we could only have gained by his experience. We will miss him.

MONEY MATTERS**TREASURER'S REPORT 20/12/94-30/1/95**

	\$	
OPENING BALANCE	3001.64	
RECEIVED		
Memberships	420.00	
Sale Of Stock	93.00	
Postage	3.30	
Donation	30.00	546.30

EXPENDITURE

Australia Post		
- Freepost Collection	8.66	
- Membership Postage	120.00	
- Dec Centrestand Postage	190.55	
Printing Membership Cards	91.96	
Christmas Nibbles	100.00	
Frames for Xmas Awards	14.99	
Telecom Australia		
- Calls	25.23	
- Service Charge	77.40	
- Fax Line Installation	133.75	
Centrestand Commission	567.00	
Printing Dec Centrestand	490.00	
GDT January	2.40	
FID January	1.22	1868.16

CLOSING BALANCE 1679.78

TOY RUN ACCOUNT

OPENING BALANCE 5106.22

RECEIVED

Toy Run Sponsorship	1500.00	
Beverage Sales	605.00	
Site Payment	50.00	

EXPENDITURE

Toilet Hire & Pumping	300.00	
KESAB Litter Bins	60.00	
GDT January	10.40	
FID January	7.47	

CLOSING BALANCE 6883.35

Ian Marlow Treasurer 30/1/95

TREASURER'S REPORT 31/1/95 - 13/3/95

	\$	
OPENING BALANCE		1679.16
RECEIVED		
Memberships	246.00	
Sale Of Stock	28.00	
Centrestand Advertising	1225.00	

EXPENDITURE

AMP General Insurance	126.30	
Draft Copies		
National Road Rules	20.00	
Printing Centrestand Wrappers	108.00	
Yellow Pages Insert	162.00	
AMC 1994 Association Fees	500.00	
AMC 1995 Association Fees	500.00	
GDT Febuary	2.00	1499.00

CLOSING BALANCE 1758.86

TOY RUN ACCOUNT

OPENING BALANCE 6883.35

RECEIVED

Nil

EXPENDITURE

GDT Febuary	1.30	
-------------	------	--

CLOSING BALANCE 6882.05

Ian Marlow Treasurer 13/3/95



THE MYSTERY OF THE MAG

Someone recently asked whether it was very difficult to put the Centrestand together and I thought "Hullo, there's probably an article here". I figure that if one member asks a question then there are probably a few more out there who want to know the answer.

As editor I need to be continually on the lookout for subjects which might make interesting articles, or for snippets of information which might be interesting by themselves to include somewhere. I keep an eye out in the motorcycle press especially overseas press for interesting articles which can be lifted and edited to suit our readership. Ditto for the Aussie MRA press. I receive contributions from members and constantly make requests to Committee members for contributions. These include letters, photographs, articles on runs, ads, requests for information, info from the registers etc.

I type all these onto the page templates I have set up on my computer and make them fit into the space allocated. Those which are too large are edited without losing the thrust of the item and those too small are padded out with boxes of quotes, photos, ads or whatever will balance the page out. White space is a nono. This is all done as close to the deadline as possible but time is not always on my side and often the mag comes out late as a result.

While I am doing all this Peter Mount is collecting the advertising which you see every issue. These are essential to ensuring that the magazine costs are kept down. Milo is ensuring in the mean time that the membership list is up to date and provides an address list on sticky labels.

Once the completed pages are printed out they are stuck down on the layout sheets which the printer uses to produce the finished mag. This is often where we find that we need another page or bits of pages filled and I sit down and quickly write an article or another report.

A quick proof read (Yes, I do!) and the completed layout sheets along with any special instructions are sent to the printer and a few days later the completed magazines arrive on my doorstep.

A quick ringaround to Committee members and a "Magazine Wrap" is organised. Usually about half a dozen of us are available. The term "Magazine Wrap" comes from the days when we used to roll the magazines and wrap them in a mailing label. These days we drop both the mailing label and the magazine in a plastic bag (a requirement of Australia Post) along with any other inserts which we want to send along (including the Pick Your Date notice).

These are then presorted and bagged for post office distribution and amid many jokes, payouts and discussions regarding the meanings of life the job gets done. I then head down to the mail centre in Gouger Street (usually around 10 pm) and send them off. Then its back to waiting for the contributions to come in and it all starts again. So join the merry-go-round and write in.

Harald Lindemann Editor

PUBLICATIONS RECENTLY RECEIVED

- * *1993/94 Annual Report - National Road Transport Commission*
- * *Proposed Australian Road Rules - Draft For Public Comment Prepared by Austroads for the National Road transport Commission*
- * *Draft Report 'Factors Contributing to Fatal Motorcycle Crashes in South Australia 1985-91' prepared by the SA Department of Transport, Office of Road Safety*
- * *Traffic Law Enforcement: A Review of the Literature -Federal Office of Road Safety, Monash University Accident Research Centre, The Netherlands Institute for Road Safety Research*
- * *Traffic Engineering Road Safety: A Practitioner's Guide - Federal Office of Road Safety, Department of Civil Engineering Monash University*

STATISTICS

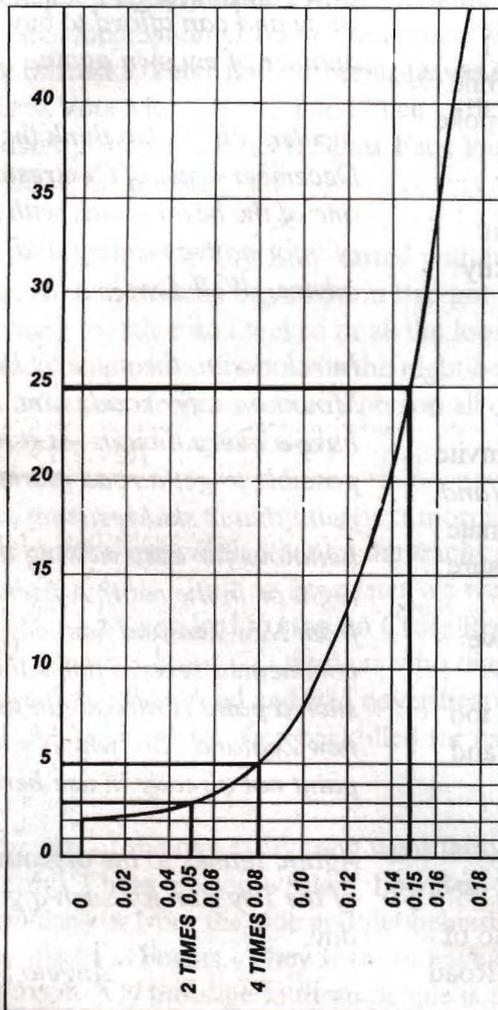
FATALITIES BREAKDOWN

Source: Road Fatality Statistics Australia, October 1994

	SA	NSW	VIC	QLD	WA	TAS	NT	ACT	AUST
Fatalities per 100,000 population	11.81	10.53	8.89	12.96	12.5	13.56	22.83	5.3	10.9
Fatalities per 100 million km travelled	1.36	1.63	1.03	1.44	1.27	1.73	2.07	0.49	1.32
Fatalities per 10,000 vehicles registered	1.87	1.95	1.44	2.06	1.85	2.01	4.36	0.87	1.82

RISK OF CRASH

Source: Office of Road Safety 'Alcohol and Road Safety' February 1984



Relative Probability of crashing at Various Blood Alcohol Concentrations

RIDER TOLL

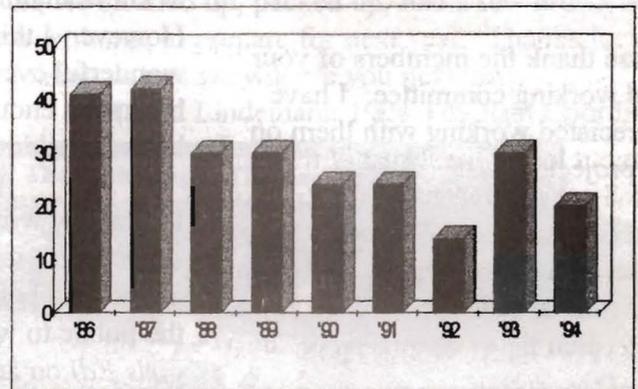
Source: Adelaide Advertiser December 1994

A Total number of fatalities		B Number of passengers included		C Number of accident victims to spend at least 1 night in hospital	
YEAR	A	B	YEAR	C	
1994	20	1	1994	739	
1993	30	3	1993	1550	
1992	14	1	1992	1601	
1991	24	2	1991	2058	
1990	24	1	1990	2397	
1989	30	3	1989	2492	
1988	30	3	1988	2590	
1987	42	3	1987	2910	
1986	41	4	1986	2957	

* First 6 months

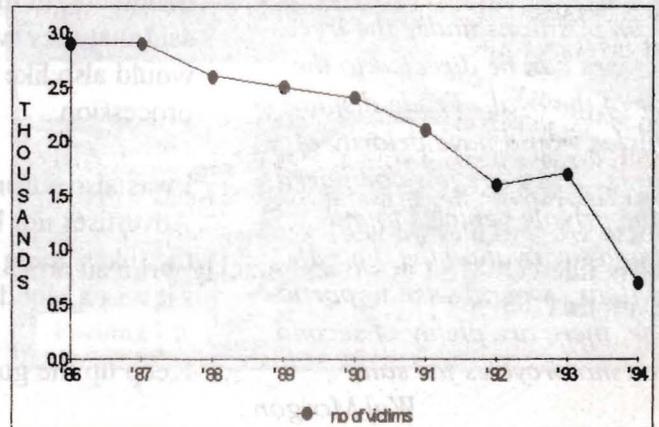
RIDER TOLL

SA TOTAL FATALITIES 1986-1994



RIDER TOLL

VICTIMS WITH AT LEAST ONE NIGHT IN HOSPITAL



LETTERS

TOY RUN PLAUDITS

Dear Harald

Well we scored another fine day and , it appeared to me, a very successful Toy Run for your Association and the Society of St. Vincent de Paul.

I do not have a numerical figure on the number of toys, but I have assessed that there were enough toys to bring joy and excitement to the children of over 1000 families. That is a great effort. It was particularly helpful in 1994 as we have had record demands made on us for help with food and toys for families at Christmas.

Please thank the members of your hard working committee. I have appreciated working with them on the project.

Kevin Healy
SA State Secretary
Society of St Vincent de Paul

A TOY RUN SUGGESTION

Dear Harald

I suggest that cars be stopped from entering Woodside Oval until 1pm on our annual Toy Run day. This would allow riders to obtain positions under the trees. The cars can be directed to the rear of the oval. Trade display vehicles would have priority of course. They are few compared to the private vehicles found around the oval on the day. If they (car owners) wish to participate, there are plenty of second hand motorcycles for sale.

Wal Morgan

(I will pass your comments on to the Toy Run Committee. Ed)

MORE TOY RUN THANKS

Dear Harald

I have just written a letter to the Advertiser. I'm not a habitual letter writer but I was annoyed with the small media attention you got for your annual Toy Run and suggested that they tell the public more about it. Like when, where, the route etc.

I'm sure that if more people knew about it you would get more public support in the streets. I came across it by accident while out shopping and nobody I spoke to knew anything about it. However, I think that it is a wonderful event. God knows bikers get enough bad publicity but very seldom good.

I'm mainly writing with a suggestion - if you had more advertising beforehand and invite the public to wave the boys (and girls Ed) on and perhaps donate some toys of their own, I'm sure that you would get a good response. I would love to give one and I talked to my two daughters (in their 20s) they too said that they would be in it and would also like to watch the procession.

I was also surprised with the Advertiser not having a photo of the bikes going down Cross Road - it was a wonderful sight.

Keep up the good work.

Jan Carr

MORE ON THE TOY RUN

Dear Harald

Well done to the organisers of the 1994 Toy Run. It was great fun and there were no traffic hold ups so it was not necessary for me to pull over because of an overheated bike.

As it turned out, it was the last "real" ride I had on my Yamaha XJ 600. The XJ was destined to provide pleasure to a new owner and I must make do with riding my partners' bike until I finish study and can afford to buy another of my own again.

Incidentally, I also think the December issue of Centrestand is one of the best to date, with lots of informative reading and advice. Well done!

In relation to the piece by Peter Mount on safer road paint, I have a query though. Is it not possible to get a road marking paint that is skid resistant and luminous for easy viewing at night or in the rain? A friend from New Zealand has commented several times that such a paint is already in use in new Zealand. So, why is such paint not already in use here?

Again, thanks to the organisers of the Toy Run for such a good day.

Angela Sliuzas

(When we get some more info on the paint query I will let you all know. Ed.)

TOY RUN REPORT

Thanks to Optus, Wreckair, Vili's Cakes, the Society of St Vincent de Paul, SA FM, Wreckair Hire, Western Underwriters, West End Meats, Litho Platemakers, the Pepper Tree Restaurant, Bad Attitude, Taccata, Uncle Rowley Enterprises, Barclay Soft serve, Halayr Mobile Caterers, Brambles Transport, SPD Transport, St Johns, BMW Club, Messenger Press, the Oaks Golf Club, Glenelg Council, Honda Shop, Honda World, Boltons Kawasaki, Pitmans, Dr Desmos, Free Wheeling Enterprises, Lucy's Clothing, Buttercup, Harbour Harley Tours, Ace TV, Woodside CFS, Woodside Primary School, Woodside Recreation Ground Committee, Woodside Army Barracks, Peter Lamb Sound, Daves Leather, Vietnam Vets MCC, Woodside Police - Glen Thomson, Motorola, Cheryl Spear Face Painting, SA Police, Glen Dix,

The day of the 1994 Toy Run started with high spirits. The last weeks organisation had got everything together and locked in all the loose ends. We had set up most of our tents the night before and apart from one sleepless security person all of us sleeping over had a restful night.

Leaving the oval for the Bay the next morning, we encountered a train stalled across the tracks just outside of Woodside. Half an hour later we were on our way again and then had to stop on Cross Road to speak to some SAGASCO workers who digging a massive hole in the road and had never heard of the Toy Run. Very kindly, they backfilled for us. Thanks fellas!

For the rest of the day everything went fairly smoothly. There are some riders, however, who will try and dash in from the side and get behind Santa, just as the Ride begins. They seem to have a need to be in front. My message to these people is : Get Real and recognise that this can be dangerous. If you want to be in front then leave before the rest of us do.

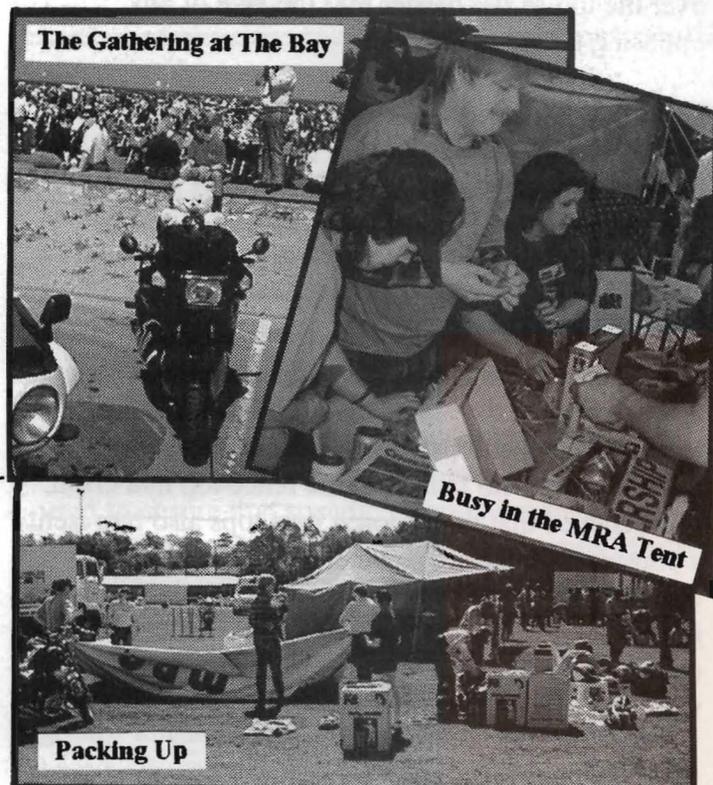
As usual the Run spread out a bit once it got moving but seemed to negotiate its way through the hills and to the oval without any hiccoughs. At the oval we had the usual; bands, barbeque, food, drink and trade stalls and of course Santa collecting toys. The number of toys received was just massive - thank you all. Your generosity has made a lot of kiddies and their parents happy.

Wasn't Santa great! He wore that suit all day in that sun, collecting toys and talking to the kids, while the rest of us wore t-shirts, shorts and beers and (some of us) had a relaxing time.

The motorcycle trade put on a good show with their bikes and displays of paraphernalia. They were all happy with your response to them and will all be back next year with more offerings.

So we cleaned up, packed up, had a few drinks and went home to prepare for next year. Thanks for joining us and we will see you next time.

Harald Lindemann 1994 Toy Run Coordinator



AMC REPORT

The AMC recently prepared a Draft Position Paper on Roadside Crash Barriers for consideration in the development of a new standard. The text of the paper is reprinted here. The author is David Closs in conjunction with all A.M.C. member groups and committee members.

ROADSIDE CRASH BARRIERS

Concrete Barriers - The AMC does not have any major problems with the currently used types of concrete barriers. The current "F" shape barrier should knock the front wheel out from under the rider allowing them to slide along the inside of the barrier without undue harm apart from any damage caused by the initial impact.

The AMC Position - The Australian Motorcycling Council expects that the concrete barrier shape will have no sharp objects to its design and has a minimum height that ensures the rider cannot roll over the top of the barrier into the face of any opposing traffic.

Steel "W" Beam Barriers - The Australian Motorcycle Council considers the "W" beam steel barriers currently in use around Australia to be extremely dangerous to motorcycle riders for the following reasons:

- (a) Exposed lower posts have sharp edges which can and have created serious injury to motorcycle riders.
- (b) Exposed bolts which can and have caused serious injury to riders.
- (c) Exposed post tops which can and do seriously injure a rider who falls onto the fence top in a crash. It is believed that the exposed post tops also represent a considerable hazard to other road users (such as truck drivers), making this matter an important safety issue.
- (d) Exposed sharp rail edge which can cut the rider who falls across the top of the rail.

Steel "W" beam roadside barriers have been responsible for the injury and death of many

motorcycle riders over the years. Of particular concern are barriers erected on twisting roads. These barriers may be useful in preventing an out of control vehicle from plunging down an embankment. Riders (through either riding too quickly for the conditions or being forced off the road by another road user) encounter the barrier in one of two ways:

(1) They contact the barrier while still upright, causing the rider to fall across the rail and be dragged along the rail by the speed of the impact. This always results in serious injury to the rider from the sharpened rail top and/or the jagged tops of the supporting posts.

(2) The rider falls from the machine prior to hitting the steel barrier (usually through encountering a slippery surface) and slides under the barrier. In doing so the rider usually sustains severe injury by contacting the supporting posts or by hitting the head and/or upper limbs on the lower surface of the railing.

The AMC Position - The Australian Motorcycle Council is unprepared to support any Australian Standard that does not address these important road safety issues. The Australian Motorcycle Council requests the Standards Australia roadside barriers committee adopt the following measures that will make steel roadside barriers less damaging to motorcyclists who connect with them;

- (a) The move to adopt "C" shaped Charlie posts as the standard rather than the currently used "U" posts is supported. The A.M.C. would not support any move to introduce the use of "Z" shaped posts or "I" beam posts.
- (b) The A.M.C. supports the introduction of mushroom headed bolts as the standard retaining bolts. The use of hexagon headed bolts is not supported.
- (c) The A.M.C. expects that the new standard will address the issue of exposed post tops by ensuring that all post tops are covered in such a way that there are no jagged edges that will cause serious damage to a rider falling across them.
- (d) The A.M.C. expects that the top and bottom edges of steel barriers be flattened level or rolled to reduce the possibility of cutting injuries to riders connecting with them.

AMC REPORT cont.

Wire Rope Barriers

The Australian Motorcycle Council continues to have reservations about the potential safety of Wire Rope Barriers. The A.M.C. recognises that there is little or no evidence of motorcycle riders crashing into these barriers. However, widespread motorcycle community concern exists about the safety of these barrier systems.

The A.M.C. Position - The A.M.C. would have a problem supporting the Wire Rope Barriers as a part of the standard without the manufacturer being prepared to submit their product to substantial testing by an independent authority.

Temporary Barriers - Temporary barriers are sometimes placed in such a position that motorcycle riders can hit them. This is usually associated with poor surface conditions and areas that are already hazardous. They are usually constructed of a heavy plastic material and are of a bright colour to attract attention.

The A.M.C. Position - The Australian Motorcycle Council has no problem with the current type or style of temporary roadside barriers being written into the Australian Standard.

AMC PRESS RELEASE

Distributed 14/2/95

Crash barriers To Be Made Safer

At a recent meeting of the Roadside Crash barriers sub-committee of Standards Australia, Australian Motorcycle Council representative David Closs continued to argue for safer roadside barriers that would not maim motorcycle riders.

Standards Australia has formed a committee consisting mostly of engineers and representatives of manufacturers to develop a safe standard for roadside barriers in Australia. As the AMC's representative to Standards Australia, David Closs was allowed to participate on this committee after the AMC requested representation.

The committee is forming standards on four types of crash barriers (temporary, concrete, steel and wire rope). At present motorcyclists have few problems with temporary crash barriers and concrete barriers. However the damage caused by steel (Armco) barriers is well known to motorcyclists and Wire Rope barriers are being erected around the country everywhere with little in the way of consultation with motorcyclists.

The AMC is currently developing a position paper (available through your local MRA Committee; comment to the AMC by no later than April 31) which will be presented to Standards Australia at their next meeting in June, 1995. The A.M.C. is endeavouring through negotiation to ensure that future roadside barriers are safer than the currently used items which all too often result in terrible injuries to motorcycle riders rather than reducing injury, which is what they should be doing.

PUBLIC EDUCATION PROGRAM FOR MOTORCYCLISTS

Work is currently being undertaken by motorcycle groups and the Federal Office of Road Safety (FORS) on the development of a public education campaign addressing motorcycle safety. Research already done has focussed on a determination of the profile of Australian motorcycle riders, their current attitudes and behaviour and the attitudes and behaviour of other road users towards them.

This information will make it possible to develop ideas regarding strategies which may effectively be used to ensure that specific information regarding road safety can be presented to target groups of road users which will be receptive to the information.

It is envisaged that the campaign will, as it develops, continue to include representatives of motorcycle groups to ensure that the campaign will stay reality based. Watch this space for more information as it comes to hand.

4B'S REPORT

In this first report for 1995 I am pleased to state that things have been looking up for the 4Bs lately.

Our Christmas dinner at the Flagstaff hotel was a great success with twenty MRA members and friends attending. Good company and good tucker! Thanks to Sue and Chris of the Flagstaff who always look after us well. By coincidence, Harley Heaven and Peter Stevens next door were holding their grand opening that night, so there was plenty of colour and chrome around and the pub was surging with new, tattooed (covered please!) clientele.

MRA BLEEDERS

BADGE

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SHOW YOUR

DONORS CARD

Available from any MRA meeting or at the Blood Run



Also, over the last few months we've gained three new members.

Andrew King has been a great help at the RAH. He was involved in a serious accident some years back and knows about the long road to recovery. He has related particularly well to some of the patients he has met and has also visited the Julia Farr Centre.

Sammi Ross was a member of the 4Bs when it first started and after an absence from the Adelaide scene has lent her talents to helping at the RAH. Sammi is very keen to see the 4Bs go ahead and is also well known around the MRA. She is particularly interested in checking our statistics and getting to the bottom of accident cases.

Geoff Garden is a nurse at the RAH in Casualty and sees first hand the results of road and other trauma. He has been very supportive, is full of good ideas and has gladly taken on the role of 4Bs Rep on the Executive Committee while Les Dicker is studying.

So, three new people who have already shown that they are real assets to our group and the MRA generally. Welcome to the 4Bs!

During the Christmas break I joined Steve King on a visit to the Flinders Medical Centre. Again, things were quiet with only one patient there. The fewer there are, the better we like it.

Our next Blood Run is on April 8th (By the way where was everyone last time?). Then we have two more runs for the year - July 8th and October 21st, so mark the dates on your calendars and make a commitment to donate. New donors are especially welcome. We plan to have a social run from now on after each donation - maybe a ride somewhere out of the city to have lunch. So please join us.

4Bs meetings are held on the 2nd Thursday of the month, 8 pm Flagstaff Hotel, Franklin St Adelaide.

See Ya on the road, not ON the road.

Greg Janzow

BLOOD RUN

We are meeting at K-Mart
Kurralta Park to ride to Red
Cross House, Pirie Street,
City to donate BLOOD!

Why not come along - first
time bleeders welcome.

DATE: Saturday April 8

TIME: Meet at 8.30 am

MRA
4B's

Motorcycle Recovery Service

Gary
43 8381

VEHICLE SPEED AND PEDESTRIAN FATALITIES

A ground-breaking research report on the relationship between vehicle speed and pedestrian safety was released in Adelaide in November 1994 by the Parliamentary Secretary for Transport, Neil O'Keefe. The report, *Vehicle Travel Speeds and the Incidence of Fatal Pedestrian Collisions*, presents the findings of a study undertaken for FORS by the National Health and Medical Research Council Road Accident Research Unit.

Based on a detailed investigation of 176 fatal pedestrian accidents in the Adelaide metropolitan area, the research found that vehicle speed was a critical factor in a surprisingly large proportion of pedestrian deaths. A remarkable finding was that 45% of these pedestrians would probably have survived if the vehicles that hit them had been travelling just 10 kilometres an hour slower before the emergency arose. In one in five cases, the vehicle would have been able to stop without hitting the pedestrian at all.

A high percentage of urban pedestrian fatalities occur on arterial road, with relatively few on local residential streets.

The study also showed that a high percentage of urban pedestrian fatalities occur on arterial road, with relatively few on local residential streets. This suggests that speed reduction measures confined to local areas would bring much smaller safety gains than a widespread reduction of only a few kilometres an hour.

The FORS Report No. 8 February 1995

This article is presented as a follow up to the article recently printed in Centrestand June 1994 regarding the Unley Speed Trial and the SA Office of Road Safety's investigations.

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I agree to abide by the Articles, Rules and the Constitution of the MRA Inc of South Australia.

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Comments: _____

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MRA T-shirt (black, plain, tie-dyed, red, white)	\$15.00
MRA Polo shirt	\$20.00
Lights On T-shirts (black only) limited sizes	\$10.00
MRA Caps (see through mesh, closed in)	\$ 8.00
MRA Stubby Holders (green) wet suit type	\$ 6.00
1993 Toy Run Stubby Holders (wet suit)	\$ 6.00
MRA Patches (members only)	\$ 4.00
MRA SA Patches (members only)	\$ 6.00
MRA Badges (members only)	\$ 6.00
MRA Blood Donor Badge (donors only)	\$ 5.00
Toy Run 1993 Badge Members	\$ 7.00
Non-Members	\$ 8.00
Toy Run 1992 Badge	\$ 5.00
Toy Run Badge 1989, 1990	\$ 3.00
Biketober Badge 1989, 1988, 1987	\$ 3.00
National Motorcycle Month 1985 Badge	50c
MRA Reflective Sticker	\$ 1.00
Let Those who Ride Decide Sticker	50c
Motorcycle Aware Driver Sticker	50c
Look Left, Look Right, Look Bike Sticker	50c
Take Care Be Aware Campaign Stickers	FREE

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Pitmans - North & South		Available on request
Ranco Yamaha	10%	Not on specials
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1994 MRA CHRISTMAS AWARDS

Committee Member of the Year - Paul Morgan, The We Deliver Award - John Collins and the NAH Staff, The Papal Award - Steve Tyler, The Man With No Name Award - Brendan, The Silver Tongue Award - Peter Mount, The More Than 'Just Friends' Award - Georgina Grinsted, The 3Bs Award - Greg Janzow, The Duke of Speed Award - John Gazzard, The Golden Toilet Seat Award - Russ Johnson, The Whale Out Of Water Award - David Povey, The Work Until You Drop Award - David Vaselli, The Silent Partner Award - Dean Murch, The Fickle Eyebrow Award - Les 'Uncle Pervie' Dicker, The Stock Exchange Award - Ian 'Milo' Marlow.

If you have to ask why, then you weren't there!!

RALLIES**1995****CROWEATER RALLY**

At Burra Creek Gorge SA

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Yes, the Croweater Rally has run its race, gasped its last.

The Croweater Rally will be held for the final time in the Burra Creek Gorge in the mid-north of South Australia on the 20th and 21st of May 1995.

To get there, follow the road signs to Burra Creek Gorge from Robertstown and then the rally signs to the site. Limited supplies of drinking water will be available and water for washing etc can be drawn from the creek. Firewood is supplied, but as it has to be bought from a local merchant, we ask you to use it sensibly. This is a BYO Rally. Supplies can be obtained in Burra, Robertstown or Eudunda.

Trophies will be awarded for longest distance, longest distance pillion etc. Register on arrival. Verification of mileage required for awards.

So if you've never been, shown up every year or just want to relive old memories, this year is your last chance to remember old times and say goodbye.

Note:

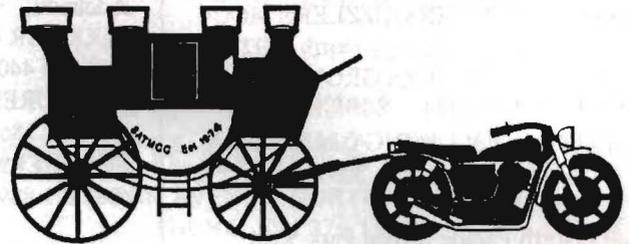
The organisers cannot be held responsible for any loss, damage or injury to rider, pillion, machine or equipment. The site is crown land and all accidents are subject to a blood alcohol test, so take it easy.

Entry fee is \$10 pre-paid (received by the organisers by 18th May), or \$12 on the day. Write to:
The Organisers Croweater Rally
PO Box 151 Woodville SA 5011

THE GREAT ESCAPE RALLY II

April 22-23 Fully catered and beveraged, water and firewood supplied. See the ad on the back of the mag for more info.

The site is 17k north of Kapunda, 3k south of Marrabel and only 5k north of Hamilton. Follow the markers along about 2k of dirt road. At the fork go right for the Hero track and follow the fence line to the site. Go left at the fork for the sidecar and Woose track, through the gate and across the paddock (close the gate!).

RHYNIE PUB RUN 22/23 JULY 1995

The SA Tourers invite you to their 9th annual Pub Run to be held at the historic Baker Springs Hotel and Coach House, now known as the Rhynie Hotel.

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The Secretary, SA Tourers MCC
PO Box 186 North Adelaide SA 5006

RADIATA RALLY 7/8/9 JULY

This rally is organised by the South East Register of the MRA SA. All enquiries to Publicity Officer Erica Masters (087) 332 792 or write to PO Box 909 Millicent SA 5280.

SA CLUBS LISTING

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BSA OWNERS CLUB OF SA
Bas Hodgson (08) 278 7646
CAFE RACER CLUB OF SA
PO Box 704 Prospect East 5082
DUCATI OWNERS' CLUB OF SA
PO Box 561 Beulah park 5067
FLINDERS TOURING MCC
PO Box 892 Port Pirie 5540
GREEN GINGER GUZZLERS MCC
PO Box 109 Modbury North 5092
HARLEY OWNERS GROUP
AH (08) 212 1494
HONDA GOLDWING CLUB OF SA
PO Box 235 St Agnes 5097
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33 North Parade Royal Park 5014

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PO Box 12 Goodwood 5034
MOUNT GAMBIER MCC
PO Box 879 Mount Gambier 5290
PHOENIX MCC OF SA
PO Box 18 Willaston 51188
PORT PIRIE MCC
PO Box 91 Port Pirie 5540
REDBACK TOURERS
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SA FLAG MARSHALLS ASSOC.
PO Box 24 Hindmarsh 5007
SA SIDECAR CLUB
Tom Griffin (08) 260 6741
SA VINCENT/HRD OWNERS CLUB
Union Hotel Waymouth Street
Adelaide
SCOOTER CLUB OF SA
(08) 336 4404
SA TOURERS MCC (08) 43 3936
PO Box 186 North Adelaide 5006
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(08) 271 8893

SUZUKI MCC OF SA
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TRAILER CLUB OF SA
(08) 43 8381
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15 Mumford Ave St Agnes 5097
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NORTHERN YORKE PENINSULA
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VIETNAM VETERANS MCC OF SA
(08) 271 8893
WIMA SA (08) 297 7766
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(088) 5186; (088) 52 1725
Z OWNERS CLUB OF SA
PO Box 504 Magill 5072
(08) 389 6443

This is an abbreviated version of club listings. Clubs should advise of preferred information. As space permits, more will be added.

1994 END OF YEAR DRINKS

This was held just before Christmas in December, the week after the Toy Run. We all celebrated a fine Toy Run and a successful year. Some old friends were met and some new faces were welcomed. For some reason the chairs in the room were set up for a meeting so we decided to have one. We really couldn't let the opportunity go by.

First we had some lubrication and then some speeches about what a great group of people we were and what a great year we had just had. After some more lubrication Milo summarised the Toy Run finances for us and we were all pleased to find out that we will continue in the black in the near and distant future.

As promised, we held a presentation of the 10 Year Member Badges which are now being proudly worn by 11 members. A number of awards were also presented to helpers of note.

Peter Mount gave a speech about what a great bunch of people we were and then I introduced Annie Barker from Ace TV. Annie and her crew spent the day of the Toy Run filming it from start to finish and had spent most of the previous week editing the film into a program. Three cheers to the crew from Ace TV for coming up with the idea of recording the Toy Run and for following through with it.

We watched the hour long program and it was like being there again. If you missed the screening on the night and later on the TV then write to Annie and maybe she will show it again.

After lots of munchies, some more drinks and a generally enjoyable talkfest the night was over. How about you coming along this year? See you there!



BUY

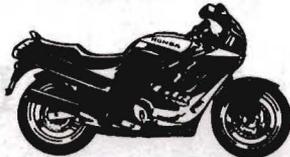
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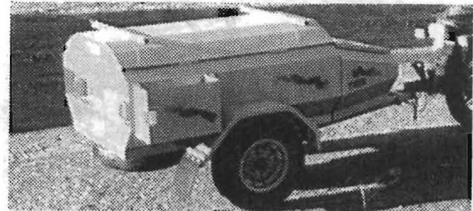
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NAME: PILLION:

ADDRESS:

..... POSTCODE: PHONE:

AMOUNT ENCLOSED: \$

I have read the indemnification and agree to abide by it, and any supplementary instructions that may be issued on the day by the Organisers or its officials.

RIDER'S/PILLION'S SIGNATURE.....

SIGNATURE OF PARENT/GUARDIAN IF UNDER 18